

233 South Wacker Drive Suite 800, Sears Tower Chicago, IL 60606

312-454-0400 (voice) 312-454-0411 (fax) www.cmap.illiinois.gov

Freight Snapshot

Purpose

The regional snapshot series has several purposes:

- Establish and explore linkages between CMAP policy and planning areas
- Provide early formative focus for working committees (economic and community development, environment and natural resources, housing, human services, land use, and transportation)
- Gather background information on issues for use in the 2040 Regional Comprehensive Plan
- Identify potential strategies to be analyzed or modeled during the 2040 Regional Comprehensive Plan development process
- Help develop vision for 2040 Regional Comprehensive Plan
- Provide data and analysis for use by other regional or local groups
- Receive media coverage of CMAP and its mission

- 1. Introduction
 - 1.1. Purpose of Report (see above)
 - 1.2. Part of On-Going Effort
 - 1.2.1. Go To 2040
 - 1.2.2. Short-Term Freight Needs
 - 1.3. Importance of Freight to Every Citizen in Region
- 2. Defining Freight
 - 2.1. Explanation of Modes
 - 2.2. Explanation of Unique Needs for Each Mode
- 3. Role in National Freight System
 - 3.1. Currently a Transportation/Freight Hub
 - 3.2. Do we want to continue in this role?
 - 3.2.1. Potential impacts of freight bypass of region
 - 3.2.2. Potential impacts of encouraging more freight activity in region
 - 3.3. Other Related Regional Initiatives
 - 3.3.1. Those that include Chicago
 - 3.3.2. Other areas of the nation
- 4. Existing Freight Facilities and Conditions
 - 4.1. Rail Facilities
 - 4.1.1. Track
 - 4.1.2. Intermodal Yards
 - 4.1.3. Rail yards
 - 4.2. Truck Facilities

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- 4.2.1. Regional Distribution Centers
- 4.2.2. Truck parking facilities
- 4.3. Intermodal Connectors
- 4.4. Water
 - 4.4.1. International Port of Chicago
 - 4.4.2. Other
- 4.5. Air
 - 4.5.1. O'Hare Airport
 - 4.5.2. Related connectors
- 5. Application to Comprehensive Plan
 - 5.1. Where is Freight in the Regional "Vision"
 - 5.2. Regional System Capacity
 - 5.3. Encourage regional approach to freight
 - 5.4. Role of Public Private Partnerships in Freight
 - 5.5. Connection to Municipality Policies
- 6. Freight Operations
 - 6.1. Freight friendly design
 - 6.1.1. Access
 - 6.1.2. Intersections
 - 6.1.3. Pavement
 - 6.1.4. Weight limits
 - 6.1.5. Weigh in motion
 - 6.2. Truck routing
 - 6.3. Rail related issues
 - 6.3.1. Grade crossing and separation design and policies
 - 6.3.2. Noise
- 7. Regional Freight Goals
 - 7.1. Encourage policy change to improve freight efficiency
 - 7.2. Encourage capital investment for freight related projects
 - 7.3. 2.8 Million More Residents = ?? More Goods Movement Related Trips
- 8. Best Practices
 - 8.1. DVRPC
 - 8.2. SCAG
 - 8.3. SANDAG
 - 8.4. Seattle
 - 8.5. Other
- 9. Cross-Cutting Issues
 - 9.1. Economic Competiveness
 - 9.2. Community Impacts
 - 9.3. Environment
 - 9.4. Land Use
 - 9.5. Public Transit
 - 9.5.1. Amtrak

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- 9.5.2. Metra
- 9.6. Safety
 - 9.6.1. Highway safety
 - 9.6.2. Grade crossing
- 9.7. Other
 - 9.7.1. Walkability
 - 9.7.2. Equity
- 10. Data Collection
 - 10.1. Current Volumes by Mode and Area
 - 10.2. Anticipated Volume Growth
 - 10.3. Value of Goods Moved in Region
 - 10.4. Revenue from Taxes on Goods Moved
 - 10.5. Pass Through Freight vs. Intra-Regional or Inter-Regional Freight (what's staying in the region and what is not)
 - 10.6. Past Changes in Land Use
 - 10.6.1. Agricultural/Rural to Industrial/Warehousing
 - 10.6.2. Retail Land Use Growth
 - 10.6.3. Industrial/Brownfield Redevelopment
 - 10.7. Current Land Use Totals with Freight/Industrial Specifically Noted
 - 10.8. Freight Related Jobs as Part of Regional Total
- 11. Funding
- 12. Next Steps

